

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	47
	SPS WIM ID:	470600
	DATE (mm/dd/yyyy)	2/15/2011

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 2/15/11
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- |                            |            |
|----------------------------|------------|
| a. <u>Inductance Loops</u> | c. <u></u> |
| b. <u>Quartz Piezo</u>     | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD ISINC

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 21

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>10</u>	<u>air</u>	<u>air</u>
Truck 3:	<u>0</u>	<u>0</u>	<u>0</u>

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>-4.6%</u>	Standard Deviation:	<u>1.9%</u>
Dynamic and Static Single Axle:	<u>-4.4%</u>	Standard Deviation:	<u>2.8%</u>
Dynamic and Static Double Axles:	<u>-4.3%</u>	Standard Deviation:	<u>2.4%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

	Low		High	Runs
a. <u>Low</u>	-	<u>58.0</u>	to <u>62.0</u>	<u>13</u>
b. <u>Medium</u>	-	<u>62.1</u>	to <u>66.1</u>	<u>16</u>
c. <u>High</u>	-	<u>66.2</u>	to <u>70.0</u>	<u>12</u>
d. <u></u>	-	<u></u>	to <u></u>	<u></u>
e. <u></u>	-	<u></u>	to <u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3104    3295

11. IS AUTO- CALIBRATION USED AT THIS SITE? No

If yes , define auto-calibration value(s):

**CLASSIFIER TEST SPECIFICS**

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

\_\_\_\_\_

13. METHOD TO DETERMINE LENGTH OF COUNT: \_\_\_\_\_

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	0.0	FHWA Class	-	
FHWA Class 8:	50.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:	<u>Kevin Trousdale</u>		
Contact Information:	Phone:	<u>717-975-3550</u>	
	E-mail:	<u>ktrousdale@ara.com</u>	

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2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- |                            |            |
|----------------------------|------------|
| a. <u>Inductance Loops</u> | c. <u></u> |
| b. <u>Quartz Piezo</u>     | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD iSINC

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 20
- |          | Type      | Drive Suspension | Trailer Suspension |
|----------|-----------|------------------|--------------------|
| Truck 1: | <u>9</u>  | <u>air</u>       | <u>air</u>         |
| Truck 2: | <u>10</u> | <u>air</u>       | <u>air</u>         |
| Truck 3: | <u></u>   | <u></u>          | <u></u>            |

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>-1.3%</u>	Standard Deviation:	<u>1.9%</u>
Dynamic and Static Single Axle:	<u>-2.9%</u>	Standard Deviation:	<u>4.4%</u>
Dynamic and Static Double Axles:	<u>-1.1%</u>	Standard Deviation:	<u>2.1%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

	Low		High	Runs
a. <u>Low</u>	-	<u>58.0</u>	to <u>62.0</u>	<u>14</u>
b. <u>Medium</u>	-	<u>62.1</u>	to <u>66.1</u>	<u>12</u>
c. <u>High</u>	-	<u>66.2</u>	to <u>70.0</u>	<u>14</u>
d. <u></u>	-	<u></u>	to <u></u>	<u></u>
e. <u></u>	-	<u></u>	to <u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3044 | 3231

11. IS AUTO- CALIBRATION USED AT THIS SITE? No

If yes , define auto-calibration value(s):

### CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE  
CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT: Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	0.0	FHWA Class	-	
FHWA Class 8:	33.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:	Kevin Trousdale		
Contact Information:	Phone:	717-975-3550	
	E-mail:	ktrousdale@ara.com	